

SECRET

OKC 2928  
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11 JAN 1962

MEMORANDUM TO : Deputy Director (Plans)

THROUGH : Acting Chief, Development Projects Division, DFD *Sup.*

SUBJECT : OXCART Aircraft Deliveries

1. Until our meeting of 4 January I had understood that A-12 aircraft would reach a production rate of one per month before midpoint in the delivery schedule. Kelly's remark that his objective was to build five A-12's and one AF-12 during calendar 1962 comes as a surprise and disappointment. This will lengthen considerably the period between first flight and operational status.

2. The chronology as reconstructed from Kelly's monthly progress reports is as follows:

- as of 13 October 1959 : first flight 1 May 1961  
seven aircraft flying the  
ensuing twelfth month and  
twelfth delivery in seven-  
teenth month.
- as of 14 September 1960 : first flight 30 August 1961  
nine aircraft flying in twelve  
months, twelfth aircraft delivered  
by fifteenth month.
- as of 16 December 1960 : first aircraft delivered to WTH  
by 1 August 1961, ninth in twelve  
months, twelfth (including first  
A-12) in fourteen months.
- as of 7 March 1961 : - "schedules in jeopardy" by  
3-4 months due to delay in wing  
assembly (titanium extrusion  
problem) and engines (develop-  
ment problems).
- as of 19 April 1961 : - "schedule and December flight  
date in hand" -
- as of 9 May 1961 : No. 1 will fly 5 December 1961;  
No. 3 may precede No. 2; No. 2  
uncertain due to AR configura-  
tion.

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as of 12 September 1961 : No. 1 will fly 27 February 1962;  
Nos. 2 and 3 need be accelerated.

as of 28 September 1961 : at the meeting at [ ]  
Kelly quoted deliveries of No. 1 in  
January, No. 2 in May, No. 3 in  
July, No. 4 in August, etc.

as of 6 October and up to : No. 1 may fly in January 1962 with  
and including the 4 J-75 engines, but not certain.  
December report

25X1A

3. In [ ] report of 31 October he observed that more  
assemblers could be at work on Nos. 2, 3 and 4, and quotes LAC to the  
effect that No. 1 would fly 31 January 1962; No. 2 to [ ] for AR tests  
in April; No. 3 to fly 31 May, and No. 4 on 31 August.

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4. In his 28 November report [ ] reported that one of two "A"  
jigs had been moved from Building 82 to Building 309 in preparation for  
Air Force production. As of 21 December the "A" jig in Building 309 was  
reportedly empty, the "A" jig in Building 82 contained the wing and center  
section assembly of aircraft No. 2; one "B" jig in Building 82 contained  
the forward fuselage section of aircraft No. 2 and the second "B" jig was  
empty. [ ] does not have unescorted access to all buildings and can-  
not report concurrently on all activity in all areas.)

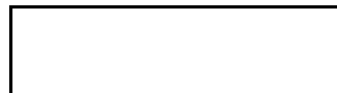
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5. Kelly has protested that tank scaling and nacelle construction  
are limiting factors. However, I am fairly certain he has made only front  
fuselage parts for aircraft beyond No. 4. He is reluctant to run more  
because of the expensive hot forming operation. I believe that this hold-  
back, together with moving of the "A" jig, while giving the Air Force the  
best possible price break on following quantities, is a threat to an early  
operational date to OXCART. If only five A-12 aircraft are built during  
this year we would have one aircraft on constant test status, one tied up  
in AR work during the period, one two-place trainer, and only two available  
late in the year for accelerated service test, operational training, pay-  
load testing, etc.

6. While engine development may well determine operational readiness  
Pratt and Whitney are estimating a fully rated engine by next summer.

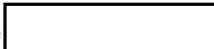
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7. I had intended to go into this with Kelly last Friday, but he did not return here after lunching with you. Unless you had the opportunity to discuss this with him at that time and are satisfied with the situation, I would recommend strongly that you impress Kelly, via a phone call, with the need for earlier deliveries.



SA/TA/DPD

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